MANY WHEELMEN GETTING READY TO MAKE THE TRIP TO THE L. A. W. NATIONAL MEET-FINE

The eyes of the cycling world are turned toward who admire honest sport and have cycling fraternal feeling are getting ready to go to Boston next week to attend the annual meeting of the League of American Wheelmen. Many will go to Montreal this week to see the international championship contests, which promise to be the most interesting in the history of the International Cy-cling Association. An enormous entry list has been received and the little handful of outlaws in this district who will not be allowed to compete

Several of the prominent local clubs are preparing to attend the meet at Boston in a body. Century Wheelmen will go there in large number. The present plans are that the club members will

of the fish or the neck of the chicken if you happened to be two days shy in the bill. She is not Mrs. Todgers, for she would never worry about the amount of gravy. She is tail and forty, but not fair. She has steely eyes, and she surveys the men in the room much after the manner of a cattle dealer in a stock yard. She probably thinks she is sizing up a flock of prospective boarders. This time the men do not look the other way. The name and address are duly registered.

At the time of writing the entry list received is the largest on record for championships, but the English. French, Belgian and other representatives are still on the veter, and the personnel will not be known until they arrive. The question of such men as Linton not coming here is simply laughed at. Linton has been nominated by the International cycling Association, and the hanging up he would get would put him out of usefulness for himself if he tried to be humorous and do the monkey act. There is no longer any doubt of the big professionals, and for the first time Montreal will see how steam motors and other strange creations of the bicycle world act when on their good behavior. The League of American Wheelmen and the Canadian Wheelmen's Association are working hand in giove, and each association is endeavoring to make the other's meet a success. This is a combination hard to beat, and the wise have known enough to get from under. Montreal and Boston is now the watchword. After it is all over it will read, "The greatest two on earth."

OF INTEREST TO WHEELMEN. Comparatively few club runs have been arranged for to-day. Most of the club members prefer to



THE BICYCLE ROUTES FROM PROVIDENCE OR FALL RIVER TO BOSTON

go in a body by boat to Providence, and then wheel the rest of the way to Boston. Others will go by train, and still others will go by toat to Fall River and wheel from that city to Boston. A party of hardy road riders are arranging to make the entire trip to the Hub on their wheels, starting from

this city next Sunday.
Realizing the lively interest felt in the meet, a map has been prepared this week, which will be cut out and preserved by many wheelmen who intend to go to Boston. One of the routes starts from Fall River and follows a fine road, almost straight, right up to Boston. The other starts from Providence, and, while it is not as straight, the road is a fine one and the route passes through many places of interest. The Transportation

the road is a fine one and the route passes through many places of interest. The Transportation Committee of the L. A. W. has arranged with the railroads for one fare for the round trip. This will make the trip by rail to Boston for the round trip. S and by beat H.

Another suggestion for those going to the meet is as follows: Take South Shore or Merrick Road to Bridgehampton, thence to Sag Harbor. There a boat can be taken for either New-London or Newport. The roads are from fair to good to Roston. This route enables the wheelman to make the trip in about the same expense as over the roads of Connecticut. Over the good roads of Long Island the run to Sag Harbor can easily be made in one day and in time to catch either the boat for Block Island or New-London.

to catch either the boat for Block Island or New-London
The route from Providence to Boston given below will be found to be about fifty miles over good roads all the way—in fact, better roads, as a general thing, than will be found in this State. The rider will pass through Pawtucket, South Attle-boro. Oldfown. Plainville, Foxboro, Wrentham, Sharon, Canton, Norwood, Dedham, Franklin and Jamaica Plain. The distance is about a good ride for one day for the average wheelman, and there is only one hill of any consequence on the entire route.

The route from Fall River to Boston will also be found to be interesting. After leaving the boat the wheels are mounted, and one passes through Somerset, Dighton and Taunton. Then continue on through Raynham, Eastondale, Stoughton, Pokopog, and reach the other route at Franklin. The route through Quincy, Brockton and Taunton is also a good one.

INTERNATIONAL CHAMPIONSHIPS. ALL CANADA READY FOR THE GREAT RACES THIS WEEK-CHAMPIONS FROM ALL OVER

THE WORLD TO COMPETE.

Montreal, Aug. 5.—There is no longer any doubt in the mind of the sane man that the world's championship meet in Montreal will be the best

This is going to be a great meet. The "burg" will be wide open to its legitimate extent. The police will all be sent away on furlough; the militia are all wheelmen and cannot be called out; the citizens have all taken the pledge, so that they cannot become boisterous and possibly interfere with the visiting wheelmen; the streets are being built up for the occasion, so that even Craig-st. will be ridable in broad daylight with a little care and considerable courage; a double track has been laid to the Queen's Park, so that if a car jumps of one it can jump onto the other, and let the motormen argue the question out. The language used on occasions will likely be archaic French.

which is pictu esque in its way.

The Receptica Committee has been in training now for three weeks and is getting well down to business. The method is a simple one. Three or four of them are called into the headquarters of the world's meet, Room 21, Windsor Hotel. The telephone rings, Secretary Watson untwists his mustache and says, "Nos. 2, 6 and 10 get to the Grand Trunk Station quick: train on time; be here in two minutes; corral the load, show them to boarding houses; hotels are full; hurry back." This method has resulted in a thoroughly trained staff of sprinters, surprising the population at various hours of the day by rushing down Windsor-st. to the stations. But the advantage of it will be seen

The Accommodation Committee is another important element, and, poor fellows, they have had a deal to put up with. All the boarding houses in town with vacancies have sent in addresses. They have come in all shapes, sizes and prizes. The meet little woman, who looks as if she had seen better days, when she did not have to keep boarders to eke out a living, enters timidly, furtively looks around, much after the fashion of a poor creature going into a pawnshop for the first time, and expoints that she has a comfortable double room, and that it would be of considerable assistance to her if she could let it. There is a little quaver in the voice and anxious expectancy in the eyes. The men in the room instinctively look the other way. The secretary asks mildly: "What are your terms, madam?" In lever let rooms before, sir; what do you think I should charge?" Then the secretary writes something on a slip of paper. "Thank you, sir," and the door closes.

Later on there is another type of woman ushered in. She is one of that kind that, no matter where you meet hef, from the church to the theatre, you would immediately stamp as a boarding house beeper, one of the kind that yould give you the tail little woman, who looks as if she had seen better

impromptu runs. Some of the runs scheduled are as follows: Battery Wheelmen to Elizabethport, Bay View Wheelmen to Rockaway, Bush-wick Wheelmen to Glen Island, Centaur Wheelmen to Ridgewood, N. J.; Defender Wheelmen to men to Ridgewood, N. J.; Defender Wheelmen to Queens Park. National Athletic Club to Paterson, Penn Glen Wheelmen to South Beach, Richmond County Wheelmen to New-Rochelle, Royal Arca-num Wheelmen to Morningside, and Williamsburk Wheelmen to Queens Park.

the wind for a year, but has never assumed definite form before. The regular roadway between the two cities, the Boston Post Road, has been unsatisfactory to wheelmen for some time. It is somewhat hilly, and in places sandy and soft.

A score or more of the members of the Boston Bicycle Club, the oldest wheeling organization in the country, met at the Memorial Arch, Brooklyn, yesterday afternoon and started on a two days' trip on Long Island. The party was piloted by H. B. Fullerton, who is said to be the best party inder on the island. The veterans did not seem to mind the heat a particle, and several of remarked just before the formal start that felt more comfortable on their wheels than did off them. The party will return to-nigh-time to catch the Fall River boat.

Considerable stress has been laid on the fact that a match race has been arranged between Linton and Elkes for the championship of the world. Little Michael has shown that he is the superior of either man at the middle distance game, and many are of the opinion that McDuffle is a better man than either of them. The matches may be for the outlaw championship, but alleged championships of this sort, including alleged records made in the contests, are not recognized by anybody, except the professional promoters who get up the race and gather in the shekels at the gate.

Those desiring to join the League of American wheelmen may obtain full printed information and membership blanks by sending their names and addresses to the Cycling Editor of The Tribune.

SEVENTEEN YEARS WEDS FORTY-FOUR.

FRIEND IN MOUNT VERNON.

MISS ANNA LUDWIG ELOPES WITH HER FATHER'S

The elopement and wedding of Miss Anna Ludwig, the seventeen-year-old daughter of C. H. Lud-wig, a well known resident of Mount Vernon, has caused much surprise in that city. John Euler, successful suitor, is a widower, forty-four years old, who has four daughters, one of whom is two years the sentor of Miss Ludwig. Mr. Ludwig, who was formerly a merchant in New-York, moved to Mount Vernon several years ago, and soon made the acquaintance of Euler and invited him to his home, where he became acquainted with his family. As the men became more intimate visits were frequent, and it was not long before Euler showed a marked partiality for Anna, who was then scarcely sixteen years old. Ludwig at first did not observe the intimacy, and as the couple kept their

An awakening came about six weeks ago when Euler declared his love for Anna and asked for her father's consent to their marriage. Mr. Ludwig the thirty days, was accepted at Montreal. was opposed to the union, and told Euler that there was too great a difference in their ages for him to entertain his proposition. Ludwig was so much alarmed at the prospects for the wedding that he alarmed at the prospects for the wedding that he took his daughter to New York and placed her in the keeping of her aunt. On Wednesday of last week Miss Ludwig escaped the vigilance of her custodian, and, accompanied by Euler and Charles Weiner, of Mount Vernon, and a young woman, who served as a witness, hastened to one of the Lutheran churches in the neighborhood of Lexington-ave, this city, where they were married by the Rev. R. H. Busse. The couple are now enjoying a wedding tour in Washington and Baltimore. The angry father, when he learned of the news yesterday, threatened to disown his daughter, and said that she should never enter the doors of his home again.

that she should never enter the doors of his home again.

Euler's daughters first learned of the marriage on Friday night. Speaking of the affair yesterday, one of them said that while, of course, they did not approve of having a stepmother younger than themselves, they would do everything possible to prevent friction and make home pleasant for her. "Papa was good to mamma," she said, "and I know that she (meaning the new Mrs. Euler) will receive nothing but the best treatment from him." The Central Hose Company of Mount Vernon, of which Mr. Euler is foreman, is arranging to give a reception to him when he returns with his bride.

YACHTING.

GATHERING FOR THE BIG CRUISE.

REGATTA COMMITTEE OF THE NEW-YORK CLUI

Club, consisting of S. Nicholson Kane, Chester Griswold and Irving Grinnell, has prepared an ex-tensive programme for the coming annual cruise, which will start from New-London, Conn., to-

There will be a meeting of the captains on board the flugship at 4 p. m. on Monday. The pro-gramme for the cruise, weather permitting, will be

Tuesday, August 8-New-London to Gardiner's Sednesday, August 9-Gardiner's Bay to Newhursday August 10-Newport to Vineyard

Haven.
Friday, August 11-Squadron will remain at anchor in Vineyard Haven.
Saturday, August 12-Vineyard Haven to Newinday, August 13-Squadron to remain at anchor at Newport.
Monday, August 14-Races off Newport for the
Astor cups.

Astor cups.
Tucsday, August 15-Races off Newport
Wednesday, August 16-Meeting of the captains
on the flagship at noon.

Captains are requested to provide their vessels with the New-York Yacht Club night signals; also to send to the commodore a list of the names of their guests. The commodore will be pleased to informally the captains and their guests on board the flagship any evening while in harbor from 9 to 11 p. m. The general orders for the cruise and special races are as follows:

special races are as follows:

By invitation of the commodore the committee will make the cruise on the flagship. Yachts entered for any racing event will display their private signals and numbers as directed in Ruie 1X. Section 3. They will show no other colors. Clib rules will govern all events unless otherwise directed. The course will be signaled before the preparatory signal is made. Should a signal gun miss fire a prolonged binst of the whistle will be given. At the finish of each race the flagship will olispiay a large club signal at the fore and show a red bull by day, and after dark she will show four white lights, nunc vertically, and will burn club signals at ten minute intervals.

Cruising Trim.—Anchors on the bow and at least one cable bent; cruising complement of boats carried (launches optional), cruising deck, cabin and galley fittings and fixtures in place, topsalls extending above the truck and beyond the end of the gaff barred. Water can be taken into the tanks up to 8 a m. N. B.—A seagoing tig will accompany the squadron as a general utility boat. When she takes the place of the flagship she will be distinguished by signals already mentioned, and by day will also dly the committee flag at the main. Members wishing to proceed on her from port to port will notify the superintendent of the club, who will be on board.

port will notify the superintendent of the will be on board.

Entries—trossing the line will be regarded as an entry unless otherwise directed.

Club Prizes—In each class there will be a prize for the first boat, if two or more start, and a prize for the second if four or more start. (A yacht alone in her class will sail in the class next above.)

The day before the squadron disbands the club will offer "wind up" cups, to be sailed for over a triangular course starting from Herenton's Reef Lightship, open to yachts that have made any of the runs. In each class a prize for the first boat, if two or more start. The Columbia and the Defender will sail in racing trim. The others will sail in cruising trim.

fender will sail in racing trim. The vising trim, in cruising trim.

Special Prizes.—The vice-commodore offers a cup for the schooner winning the greatest number of runs, all sailing as one class. The rear commodore offers a cup for single-masted vessels and yawis upon similar terms. The commodore will offer a cup for 20-frotters owned by members of the club, to be sailed for on the day of the "wind up"

club, to be sailed for on the day of the cups.

Starting Signals.—No. 1, preparatory. A sun will be fired and the blue peter set. No. 2, start for single-masted vessels and yawis. Ten minutes later a second gun will be fired, the blue peter low-ored and a red bell hoisted. No. 3, start for schooners. (Handloop time for single-masted vessels, etc.) Five minutes later a third gun will be fired and a second red ball hoisted. No. 4, handloop time for schooners. Five minutes later a fifth sun will be fired and both balls will drep. No. 5, start for the Columbia and the Defender. Fifteen start for the Columbia and the Defender. Fifteen still be fired and both bails will drop. No. 5.
for the Columbia and the Defender, Fifteen
es later a sixth gun will be fired and a red
olsted. Two minutes later a discharge of a
nd the dropping of the ball will mark the

When the commodore has ordered the Courses. When the commodore has ordered the squadron under way the committee will establish the start lines, which, like the finish lines, will be the start lines which, like the finish lines, will be hetween a white flag on the committee boat and the points indicated below. New London to Gardiner's Ray. No. 1, letter H from a mark F. Vines and Haven to Newport, from West Chop Buoy to grad Haven to Newport, from West Chop Buoy to grad Haven's Reef Lightship, leaving Vineyard Sound Lithiuship on starboard hand, thirty-seven miles. The own and samecock colors will be rowed for at such port as the commodore shall decide, under the management of the fleet capatian. Entries, "Camecock," Her You'll E. dingbles, 12: launches, Ste. The club will add 15 an oar and 19 for launches.

CLUB BOAT FOR THE ASTOR CUPS. Warwick, formerly the Day Star, of the Providence, Fall River and Newport Steamboat Company, has been chartered for this occasion. She will leave Commercial Wharf at 9:45 a. m.

The following yachts have gone to New-London The Corsair, J. Pierpont Morgan; the Atalanta, George J. Gould; the Aquillo, A. R. Eno; the Awa, Pierpont Morgan; the Atalanta seorge J Gould; the Aquille, A. R. Eno; the Awa, Valter Ferguson; the Barracouta, Edward Keppy; the Buccaneer, W. R. Hearst; the Electra, E. T. Herry; the Enterprise, E. T. Hunt, the Free Lance, Sehermerhorn, the Kanawha, John P. Duncan; the Hinwatha, Charles Fleischmann; the Idalia, ligene Tompkins; the Marietta, H. B. Moore; the Aya, Alexander Van Renseiner; the Nourmahal, J. Astor; the Farthenia, A. H. McKee; the toverle, Mr. Thomas, the Sugamore, J. H. Hanan; the Susquehanna, J. H. Stickney; the Tolnetic, R. C. Smith; the Vergana, F. H. Benedict, the largaret, F. H. Rutherford, the Orienta, E. R. Ladew; the Narada, Henry Walters; the Duqueshe, hongoness, Mrs. Thomas Carnegie, the Juanita, Herbert Ballantine; the Elreba, Harry Darlingon; the Vinita, Mr. Schaeffer, and the Chetolah, J. Wise.

WHITE BEAR FIRST TO CHALLENGE. AN IMPRESSION THAT IT WILL HAVE THE NEXT CHANCE FOR THE SEAWANHAKA CUP.

The yachtsmen of the White Bear Yacht Club, of White Bear Lake, Minu., lost no time in filing their claim for the next race for the Seawanhaka Challenge Cup. They had an agent ready on the spot, but as there had been no decision as to whether or not the race would be awarded to the Giencairn III, nothing could be done until late in the evening. The Sailing Committee debated the question for more than three hours on Thursday night. At 11:25 the decision was announced and at 11:25:30 the White Bear challenge was in. It was served on James J. Riley, ir., chairman of the Sailing Committee of the club.

The present challengers now know the Lake St. Louis courses well. They recently sent their fast-est yacht, the Yankee, from St. Paul to Montreal to sail a match series against the 20-footer Dominion, which won the Seawanhaka Cup last August at Lake St. Louis. While engaged in sailing several races, in which the challengers satisf un-expectedly well against a boat which allowed them little hope of winning, they were also making successes in other directions of a valuable kind. They were introducing the Far West to the East in a satisfactory way, and doing this for the first time. The consequence is that the yachtsmen whose rac-ing courses are so widely separate have now beome acquainted, and the White Bear men can have what they like in Montreal. Now that their challenge for the Seawanhaka

Cup has been filed so promptly, there is no doubt affairs from him, he never thought that his that it will be accepted as against any number of others which may follow, because these Western yaghtsmen filed their claim just as promptly last year, but a late challenge from the Seawanhaka Corinthian Yacht Club, telegraphed on the last of the thirty days, was accepted at Montreal. The
White Bear Club has therefore been first in challenging for two years running. The Royal St. Lawrence Yacht Club has thirty days in which to receive challenges for next year's races, and may
then accept any one of those put in. It is thought
that the Seawanhaka club will not ask for another
trial next year. It has just finished its fourth
successive contest for the cup. There seems to be
an impression that an international challenge cup
should not solely serve the purposes of the club
putting it up.

At the same time yachtsmen are asking when the Seawanhaka Club will see their cup again. If the Seawanhaka Club will see their cup again. If the White Bear Yacht Club wins it next year, the cup will go to St. Paul, and then it will have to be challenged for by a foreign club, either Canadian or English. The Seawanhaka people could not challenge the White Bear, because this is an American club, and it is said in Montreal that the yachtsmen there have had enough contesting for this one trophy, and will probably remain out when they lose. In the absence of Duggan's skill, this would probably leave the cup at St. Paul for a long time, as the yachtsmen of that region turn out fast 30-tooters and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill-footers and sail this sort only. They are so skill this sort only the sail the sort of the probability of putting it up.

At the same time yachtsmen are asking when the At the same time yachtsmen are asking when the At the same time yachtsmen are asking when the

the last race. The Sailing Committee, however, considered it impossible to adopt his suggestion to

PRIZES FOR THE NEWPORT THIRTIES. The 30 footers at Newport will race for a long list of prizes. The R. N. Ellis Cup will be sailed for on August 7. The cup presented by Mrs. Paget will be contested for on August 12. The race for the Cornelius Vanderbilt, jr., cup will be on Au-gust 17. Other trophies will probably be given by Mr. and Mrs. Herman B. Durvea, Reginald Brooks, E. D. Morgan, J. A. Stillman, W. P. Thompson, Mrs. Harry Payne Whitney and Q. Warren. Mrs. Paget will give a cup for the season's record, for which a first counts 3 points, a second 2 and a third i. The special thirties now at Newport, including the new ones, number about a dozen, and some entertaining racing is expected this month.

KNICKERBOCKER CRUISE TO START TO-DAY. Commodore S. H. Mason, with his flagship, the Moccasin, was among the first to attend the ren-dezvous of the Knickerbocker Yacht Club yester-This rendezvous was in Hempstead Harbor. near Sea Cliff, and the yachts assembled for the purpose of beginning the annual cruise. The first run of the cruise will begin to-day, and

ill be from Hempstead Harbor to Black Rock. The yachts which will start to-day are as follows: The schooner Gaetina, owned by A. E. Williamson: the sloops Wellada, belonging to Vice-Commodore W. G. Newman, the Viking. Rear Commodore H. A. Quackenbush; the Tempus, J. D. Billard, Ir., the Bel Amt, Daniel Noble; the White Wing. W. L. Hall; the Nautilus, J. J. McCue; the Gurmard, L. H. Zacher; the Porgie, John G. Hovey; the Narika, F. T. Cornell; the Sea Gull, Herman Lutz, the Ouananiche, Rodman Sands; the Margaret, E. Eberspacher; the yawl Esperito, George H. Perry; the auxiliary Laurenc, Oscar M. Lipton; the catboats Thisbe, W. D. Reed, Dolphin, G. H. Montrose, and the Froilc, Frederick Gauss.
The yachts will cruibe as far as Shelter Island and will return along the south shore of Long Island Sound. The yachts which will start to-day are as fol-

CRUISE OF THE PHILADELPHIA FLEET. The large fleet of the Philadelphia Corinthian Yacht Club which has been cruising on Long Island Sound since last Saturday came into Greenport, Long Island, on Thursday, after making good time from New-Haven. It salied for New-London on Friday, with the intention of going to Newport

yesterday.

It will return from Newport to New-London today, and to-morrow will join in the cruise of the New-York Yacht Club. There are thirteen craft in the fleet, there being five schooners, three yawls and several cutters.

THE HUGUENOT YACHT CLUB. The Huguenot Yacht Club will hold its fifth annual regatta on Saturday, August 19. The head-quarters of the Huguenot Yacht Club are at New-Rochelle, on Neptune Bay, and the regular club ourse is laid out off Whortleberry Island.

These races will be for classes of 36 feet racing ngth and less, and also for yawls not exceeding being and less, and also for yawis not exceeding the facing length, all in one class. Entries can be made with H. C. Ward, chairman of the Regatta Committee, at No. 148 Woodland-ave., New-Rochelle, or with J. Nelson Gould. No. 159 Nassau-st., New-York.

This club always has a good entry list, and for the coming regatta a large number of yachts have already entered.

THE CRAFT AND THOSE WHO SAIL THEM. Sir Thomas Lipton has through his local agent, David Barrie, ordered a 30-foot alco-vapor launch from the Alco-Vapor Launch Company, of Jersey City. This craft will be used as a tender to the Shamrock. The boat will have a seven horse power engine, and will be ready for use by the time the Shamrock arrives.

Among the most important vessels that have visited Newport this week are the Vallant, owned by W. K. Vanderbilt; the Nevada, Mrs. Jones, and the Truant. Mrs. Berwind.

Commodore Kilbourne's schooner yacht Periwin kle went up on the ways yesterday at Gravesend Bay to be scraped and painted.

H. H. Converse, of the Atlantic Yacht Club, anchored his yacht, the likato, off South Brooklyn yesterday, and after some repairs this yacht is going on a month's cruise eastward.

The big auxiliary brigantine Aloha, which was launched for Arthur Curtis James and D. Willis James, of the New-York Yacht Club, is almost ready to go into commission. The work was pushed to enable the craft to join the cruise of the New-York Yacht Club to-morrow, but it was found that the fine interior work could not be so far hastened, though the vessel may be in at the finish.

I. J. Merritt, of the Larchmont Yacht Club, has gone eastward on a two weeks' cruise in his steam yacht Carrie. He has with him Frank Hammond, C. T. Roe and J. Delaney.

A race will be sailed to-day on Jamaica Bay for a \$100 cup between the Lochinvar, owned by J. Searle, of the Jamaica Bay Yacht Club, and the Mary Jane, owned by P. E. Smith. There has been a good deal of betting on the result.

"Hank" Haff's sloop, the Alice, is being varnished and painted, though her owner cannot use her until his work as skipper of the Volunteer ends. In the early spring and late autumn the veteran man, delights to sail this small craft.

Charles Mayden and E. R. Parker have bought the celebrated Helress, the defender of the Quincy Cup, from the builder, F. H. Moore, An effort was made to buy the boat last year, but Mr. Moore would not then part with her.

NO CELLS IN THIS REFORMATORY.

AS LITTLE PUNISHMENT AS POSSIBLE THE RULE IN THE NEWARK CITY HOME.

Superintendent C. M. Harrison of the Newark City Home, at Verona, near Newark, said yester-day that there were no dungeons or dark cells or shackles, or other similar means of punishment, at shackles, or other similar materials the Home, and no inmate is deprived of food as a punishment. The institution is a reformatory of the same character as the State Industrial Home for Girls at Trenton, and both sexes are taken. The inmates are committed to the Home by the courts, and are usually of the class deemed incorrigible. Superintendent Harrison said that the management had been trying to get rid of all punishment. In regard to starving children, he said that whatever tends to cause resentment in the hearts of the boys and girls is bad for the institution and bad for the inmates. In extreme cases, where, for example, a boy cuts another with a

knife or injures him with a stone, the whip is used in moderation. 'I will say, as a matter of fact," added Mr. Harrison, "that my discipline is not nearly so severe as that employed at the school which I attended when a boy, and which was conducted by a clergywhen a boy, and which was conducted by a clergy-man. As to girls, some of them are unfortunate in their moral natures and are exceedingly vulgar in language. Such offences are punished by incar-ceration in the hospital room, a large, well lighted and ventilated apartment. The confinement is not longer than four or five hours, and the girls have all the attention they require. The Newark City Home is regarded as a model institution, and grad-uates from it are occupying good stations in life."

KNOW NOTHING OF THESE MEN HERE.

LOCAL FIRE INSURANCE PEOPLE HAVE NO IN-FORMATION REGARDING THE REPORTED ARREST OF TWO MEN IN

WASHINGTON.

Local fire insurance agents say they know nothing about the reported arrest in Washington, D. C., Frank G. Fardon and George A. Fowle on harges of conspiracy. The men are alleged to have issued fraudulent insurance policies in the name of the Atlantic Fire and Marine Undervriters' Association of this city. The following report on this concern appears in the Underwriters' eference Book for 1899;

Reference Book for 1899:

Policies bearing the title of "The Atlantic Fire and Marine Underwriters' Association, attorney and manager. Edward W. Brennan, New-York City," have been issued recently from a New-York address. They present a list of its underwriters, address. They present a list of its underwriters, address the address or occupation of the subscriber. This organization formerly transacted a small volume of business, but was understood to have ceased operations several years ago. Subscribers who may be offered policies of this concern are requested to write for detailed information.

Brennan's last known address was No. \$1 New-Brennan's last known address was No. \$1 New-t, but according to the statement of the janitor

Brennan gave up his office there several months ago. The Atlantic Fire and Marine Underwriters' Association has, of course-if, indeed, it is still in existence-no connection with the well known Atlantic Mutual Insurance Company, at Wall and William sts., which is one of the leading marine insurance companies of the United States.

MR. LONG STARTS FOR BUCKSFIELD. Boston, Aug. 5.-Secretary of the Navy John D.

Long, accompanied by Mrs. Long and Pierce Long, Long, accompanied by Mrs. Long and Fierce Long, left here to-day for Bucksfield, Me.. Secretary Long's native town. Mr. and Mrs. Long seemed in perfect health, and were anticipating a pleasant vacation in the quiet of the woods of Maine. They are to remain there the greater part of August. Books and Dublications.

The Cruise of the

Scythian in the

By Miss SUSAN DE FOREST DAY,

With 38 full-page illustrations

This is the first of a list of most interesting books to be issued in "NEELY'S LOG BOOK SERIES," which will embrace the voyages, experiences and histories of a number of famous yachts. They will be descriptive of the cruises these yachts have made and the countries visited by them, profusely illustrated and appropriately published.

Miss Day has written in the most attractive manner the story of the cruise of her yacht in the West Indies.

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The book will be sent on approval to any address, and may be returned at the publisher's expense if desired.

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Books and Publications

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NEW YORK.

MUCH NEEDED IMPROVEMENTS OUT-LINED FOR THE NAVY YARD.

MORE DOCKS PLANNED.

PROPOSED EXPENDITURE OF ABOUT \$6,000,000 FOR NEW DRYDOCKS, PIERS AND BUILD-INGS-TWO PLANS SUGGESTED.

The report made to the President on November 15, 98, by John D. Long. Secretary of the Navy, included a report made by Chief Civil Engineer Mordecal T. Endicott, in which were set forth the needs of the Navy Yard in Brooklyn and the danger of keeping the drydock facilities of the Government on such a small margin of safety. The recent partial collapse of Drydock No 2 in the Brooklyn yard, and the filling of Drydock No. 2 in the Brooklyn yard, and the filling of Drydock No. 3 with water as a measure Intended to prevent rotting of the timbers of which it is built, have again called attention to this important part of the paval equipment of the Nation. and much interest naturally attaches to the pro-posed improvements outlined in a recent report made to the Department by Captain French E. Chadwick, after consultation with Naval Constructor Howles, and those in a more recent report made to the Department by Chief Civil Engineer Peter C. Asserson, in charge of the local Department of Yards and Docks. The former report provides for the entire removal of the Cob Dock, the formation f a large basin where the land now is, and the building of piers from the main sea wall of the yard out into the East River, toward the Harbor Commissioners' line. The latter provides for the Dock property by the building of plers from its East River front to the line mentioned, the construction of two piers within the Whitney Basin and the ad-dition of two drydocks to the present equipment of the yard. In speaking of the two plans, which were partly under consideration at that time, Chief Endicott said, after speaking of petitions from various mercantile bodies in Manhattan and Brooklyn for the removal of the Cob Dock:

"The bureau took no action on these petitions further than to give them some careful examina-tion, deferring any final expression of its views on the subject until it should have time to study the matter more carefully and conclude what, under all circumstances, would be the advantages or disadvantages to the Government in such work. From such study as the bureau has been able to give to the matter it has not seen its way clear to favor any project materially reducing the land area of Navy Yard proper, the bureau believes that no portion of the land above water at this station should be allenated or destroyed except for the very strongest reasons, and unless such radical changes should be attended with manifestly greater advan-tages to the Navy than have been presented in its favor or are apparent.

The Government has at a large expense constructed a causeway across the Wallabout Channel, connecting the Cob Dock with the Navy Yard proper near the boundary line between the Government and the city property. This causeway has resulted in making the Cob Dock much more available for the work of the yard than was formerly the case, and it has been in contemplation to render it still more available for the ordinary work of the yard by the construction of a bridge at some other point of the channel. These improvements, with a River front of the Cob Dock, one of which could River front of the Cob Dock, one of which could be laid down, adding largely to its area and greatly improving the East River at this point, would very much modify the relation of the Cob Dock to the yard proper. Such an improvement as indicated on the East River front would improve the navigation at this point and render less difficult, if not less dangerous, the entrance to the Wallabout at its western mouth, where, from the contour of the shore, the currents are irregular and often cause vessels to collide with other vessels or with the wharves. EXTREME CAUTION URGED.

"The bureau has reason to believe that the ques-

tion of the removal of the Cob Dock by dredging and the addition of its landed area to the river or Wallabout Bay will be pressed upon the attention of Congress at its next session. It cannot too strongly urge that any project of this kind be ap-proached with the greatest caution, and that no modification reducing materially the area of the Cob Dock be assented to unless it can be shown without question that it is to the interest of the Navy that such change be made." That the warning conveyed in the last quoted

paragraph of the Chief Civil Engineer's report was

That the warning conveyed in the last quoted paragraph of the Chief Civil Engineer's report was based on a clear knowledge of the condition of affairs is shown by the fact that one of the two reports referred to calls for just the thing Mr. Endicott cautioned the Government against—the removal of the cob Dock by dredging and the addition of its landed area to the river or Wallabout Bay. This in itself would involve the sacrifice of property of great value. The area of the Cob Dock is about seven and one-half acres, and it has a water front of sufficient extent to accommodate six piers ranging from 280 to 590 feet in length, one of which would be available for use as a railroad and coal wharf, with landing stases and coal pockets. The Whitney Basin has room for two long piers, making a total of eight, and providing wharfage room for at least sixteen warships, without taking away more space than is now allotted to three ships, one at the rear of the Vermont, and two between her bows and the northeast corner of the sea wall. The net gain in wharf room is apparent. As to values, the land area of the Cob Dock has been said to be worth anywhere from \$500,000 to \$1,000,000; there have been expended on it within the last few years another half million dollars, part of which is represented by the causeway, by \$500 feet of concrete sea wall and 1,250 feet of stone wall, to say nothing of cribwork and spiling. All this will be an utter loss to the Government under the plan to sacrifice the Cob Dock, and the gain in return will be a few hundred feet of additional space to the yard proper, which in itself would be offset by the impossibility of increasing the drydock facilities, owing to the need of the room for entrances to be used for wharf purposes.

On the other hand, the plan outlined by Captain Asserson and warmly advocated by Rear Admiral Philip provides for the construction of eight new discrete to the yard proper, which in itself would be offset by the impossibility of increasing the drydock facilities, owing to th

THE EFFECT OF THE TIDES. Another point which has apparently escaped the

with the Cob Dock is the effect the removal of that body of land would have on the tidal flow of the river and the Wallabout Basin. When the land now given over by the city to a basin for the Wallabout Market was ceded to the city by the Government for \$1,200,000 one of the conditions on which the deal was made was that the Government should build the present causeway, which was pro-vided with small gates to aid in the disposal of the silt and mud carried by the tidal flow. This, in a measure, has aided in keeping the Wallabout Channel clean, but a study of the flow of the East's River and the course of the current on an ebb tide after the removal of the Cob Dock shows that the piers proposed in the Cob Dock shows that the piers proposed in the Chadwick plan would serve as excellent "catch ails" for everything that should come down the river. The proposed Cob Dock piers, on the other hand, it has been pointed out, being built so as to present a slope to the ebb tidal flow, would defect the current into the present change. would deflect the current into the present channel; of the East River, to the benefit of the yard and, the river alike. When it is remembered that this tidal flow includes the output of a sewer system draining more than twenty square miles of Brooklyn, it will be seen that a grave question is presented by any plan which would serve to intercept that flow on its way to deep water.

It is also shown that on the return or flood tide the plers projecting downstream from the Cob Dock would serve as guides to a large body of water which would sweep through the Wallabout Channel with a great cleansing force.

It is not regarded as likely that the opinion of the clief of the bureau has changed since his last report was made to the Secretary, and the forthcoming report is awaited with much interest, as it will probably include an exhaustive discussion of both reports mentioned.

The cost of the improvements outlined in the map herewith presented is estimated at about \$6,00,000, and if the plans are carried out there will be no question as to the supremacy of the New-York Navy Yard, both in value, availability and efficiency. would deflect the current into the present channel

259 Wabash Av.,

CHICAGO.

GENERAL LEE'S LAST ORDER, 1

VALUABLE WAR RELIC FOUND IN A CHEST IN DUNKIRK, IND.

Dunkirk, Ind., Aug. 5 (Special) -The original order written by General Robert E. Lee disbanding his army, after his surrender to General U. S. Grant, has been found in a chest of relics of the Civil War owned by Dr. J. B. Garber, of this city. ported missing from the effects of General Lee at the time of his death. The order is written in General Lee's handwriting, and reads as follows:

Headquarters Army North Virginia, April 10, 1865, GENERAL ORDER NO. 9.

GENERAL ORDER NO. 9.

After four years of arduous service, marked by unsurpassed courage and fortitude, the Army of North Virginia has been compelled to yield to overwhelming numbers and resources. I need not tell the brave survivers of so many hard fought battles, who have remained steadfast to the last, that I have consented to this result from no mistrust of them. But feeling that valor and devotion could accomplish nothing that would compensate for the loss of the contest, I determined to avoid the useless sacrifice of those whose past services have endeared them to their countrymen.

By the terms of the agreement officers and men may return to their homes, to remain until discharged.

Charged.
You will take with you the satisfaction that proceeds from the consciousness of duty faithfully performed, and I carnestly pray that a merciful God will extend to you His blessing and protection. With an increasing admiration for your constancy and devotion to your country, and a grateful remembrance of your kind and generous consideration for myself. I bid you all an affectionate farewell.

R. E. LEE, General.

The chest was owned by Dr. J. D. Storry, of Charlestown, W. Va., who was surgeon of the Virginia Cavairy, who attended the wounded at Harper's Ferry on the night of John Brown's attack, and who attended Brown at the time of his execution. He died last April, and left many of his Army relics to his close friend, Dr. Garber.

SMALLPOX CASES AT EVERETT.

FEARS THAT THE DISEASE MAY BE SPREAD IN BOSTON.

Everett, Mass., Aug. 5 .- A case of smallpox has been discovered here. The victim, Mrs. Hannah Randolph, a negress, has been placed in the pesthouse, and the Board of Health has taken every precaution to prevent the spread of the disease A strict quaractine has been established, and every resident of the section in which the infection was located will be required to be vaccinated within forty-eight hours. The disease, it is stated, had reached its most infectious stage, and it appears that the inmates of the house had been mingling freely with their neighbors, while the patient her-self went to the hospital in Boston and returned in

COURT CALENDARS FOR MONDAY.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part I—Before McAdam,
John Stein S

Dinney, at 10:30 a. m.; Annie Slowberg, Jeannetta Maria, at 10:30 a. m. City Court—Special Term—Before Hascall, J—Court opens at 10 a. m. Motions at 10:30 a. m. REFEREES APPOINTED.

By Fitzgerald, S.
Kingsland agt. Schnugg-William J. Lardner.
Terry agt. Coles-J. P. McDonough.
Hudson agt. Cowles (3 cases)—John E. Duffy.
Matter of Rosenheim-Richard M. Henry.
Aertsen agt. Cornwell—Samson Lachman.
Matter of Gottlieb-Emil Goldmark.
Schiedron agt. Davis—William J. Swaim.
Ehmann agt. Wolfarth—Francis B. Delahami.
Ives agt. White-M. J. Keliz.